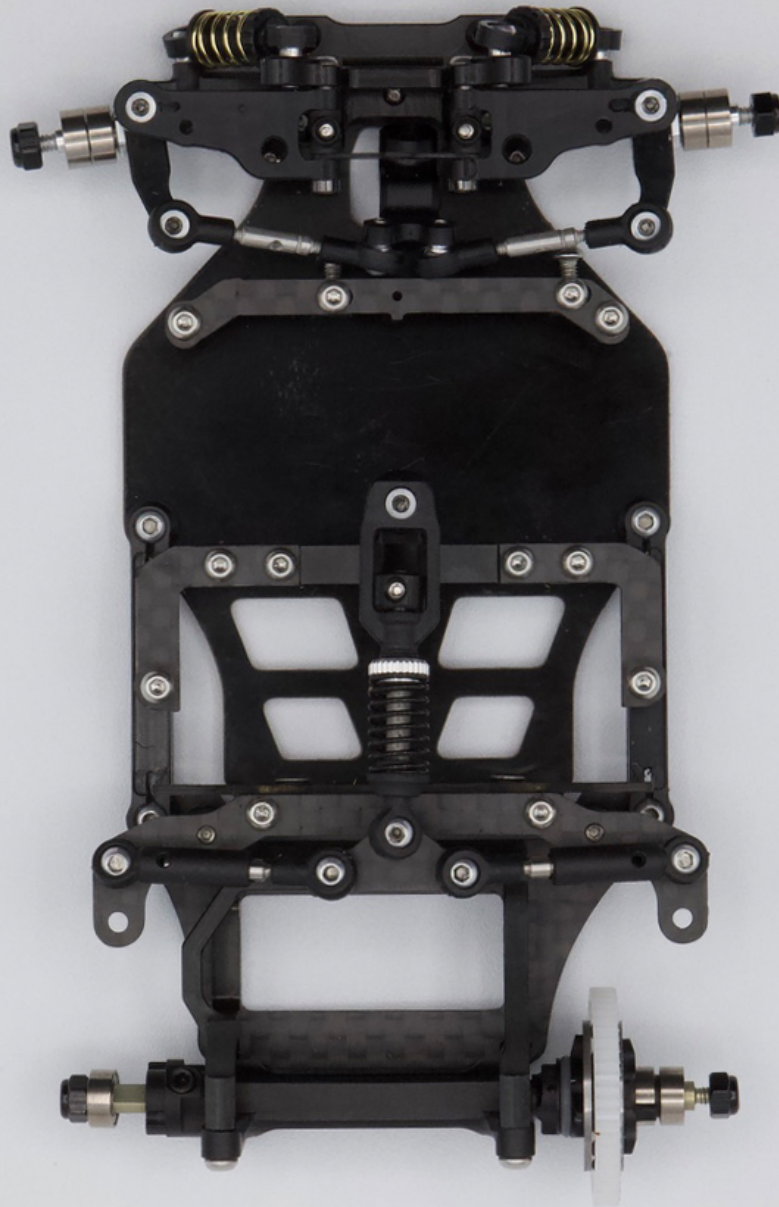




RX28

ASSEMBLY GUIDE

BILL OF MATERIALS



Screw Bag Countersink Screws: • M2x4: 13 • M2x3: 6 Buttonhead Screws: • M2x6: 6 • M2x4: 19 Set Screws: • M2x6: 4 • M2x4: 5 • M2x2: 3 Phillips Head Screws • M1.2x3: 6 • M1.2x4: 2 Pivot Bag • 3.5mm Ball Studs: 11 • 3.5mm Pivot Balls: 12 • M2 Wheel nuts: 4 Spring Bag • Black Side Springs (Medium) x2 • Gold Front Springs (Hard) x 2 • Black Center Spring (Medium) x1 Post Bag Threaded Posts: • 8mm x 2 • 4mm x1 Shims: • 0.5mm x2 • 1.0mm x 3 • 2.0mm x2	Motor Mount Bag • Motor Mount x 1 • Axle Carrier x 1 • Rear Pivot x 1 • Center Shock Mount x 1 • Side Links x 2 Front End Bag • F Shock Collars x 2 • F Shock Body x 2 • F Shock Piston x 2 • Shock Tower x 1 • Servo Horn (20T) x 1 • Servo Mounts x 2 • Upper Arm Pins x 2 • Lower Arm Pins x 2 • Left Knuckle x 1 • Right Knuckle x 1 • Turnbuckles x 2 • Ball Cups x 4 • Upper Arms x 2 • Lower Arms x 2 • Front Bulkhead x 1 Rear Suspension Bag • Damper Tube x 2 • Damper Rod x 2 • Ball Cups x 3 • Main Shock Body x 1 • Main Shock Shaft x 1 • Main Shock Collar x 1 • Main Shock Perch x 1 • Droop Stop x 1 • Side Spring Perch x 2 • Spring Perch O-ring x 2	Drive Train Bag Bearings: • 3x6x2.5 - 9pcs • 4x7x2 – 1pc • 2.381mm Balls – 9pcs Diff Parts: • 53T Spur Gear x 1 • Silicone O-ring x 1 • Diff E-Clip x 1 • 7075 Aluminum Axle x 1 • Left Wheel Hub x 1 • Left Pressure Plate x 1 • Right Pressure Plate x 1 • Diff Adjustment Nut x 1 • Diff Rings x 2 Miscellaneous: • Front Axles x 2 • M3x0.5mm Shims x 2 Chassis Plate Bag • Brass Main Chassis x 1 • CF Pod Plate x 1 • CF Battery Bracket x 2 • CF Rear Shock Mount x 1 • CF Servo Plate x 1 • CF Body Mount Clip x 1 • Steel Caster Spacer x 1 Miscellaneous Bag • Battery Bands x 2 • 1.55mm Drill Bit x 1 • Ride Height Gauge x 1
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TOOLS NEEDED

Drivers:

0.9mm
1.3mm
1.5mm
#0 Phillips

Nut Drivers:

4.5mm

Miscellaneous:

Sharp Hobby Knife
Needle Nose
Loctite
CA Glue
Metal Polish (optional)
400-600 Grit Sandpaper



Welcome to the RX 28 build.



Install the lower pod onto the alloy mount with some M2x4 CS towards the front and M2x3 in the rearward holes.

Use M2x6 BH Screws
to attach the rear axle
carrier



Install all pivot balls
with M2x3 CS Screws.
The center Pivot, use a
Ball Stud.



Attach the Pivot to the Chassis with M2x4 CS Screws.





Next Install the Rear Carbon Fiber Body Clip on the pivot. You can use a couple of M2x6 BH screws if the shorter CS screws don't tighten enough. Lastly, screw in the front shock mount to the chassis with some M2x4 screws.

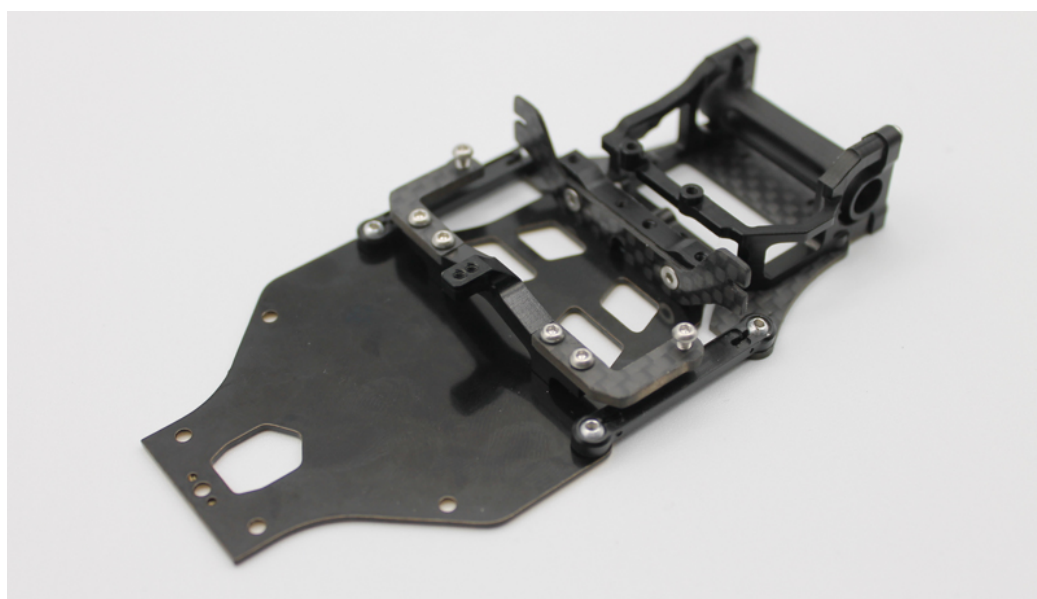
Pop The Side links into the front Pivot balls. You can install the small screws on the holes to tighten the links right here or leave them off until your kit wears in.





Now Insert the pivot ball into the pivot in and then pop the rear of the side links to the rear side pivot balls.

Install Battery Brackets and band holder screws on the shock mount. M2x4 BH screws in all spots.



RX28 ASSEMBLY GUIDE



Install M2x6 Set screws.



Now the Pivot Balls with M2x4 BH screws



Install the O-rings on the Spring Perches

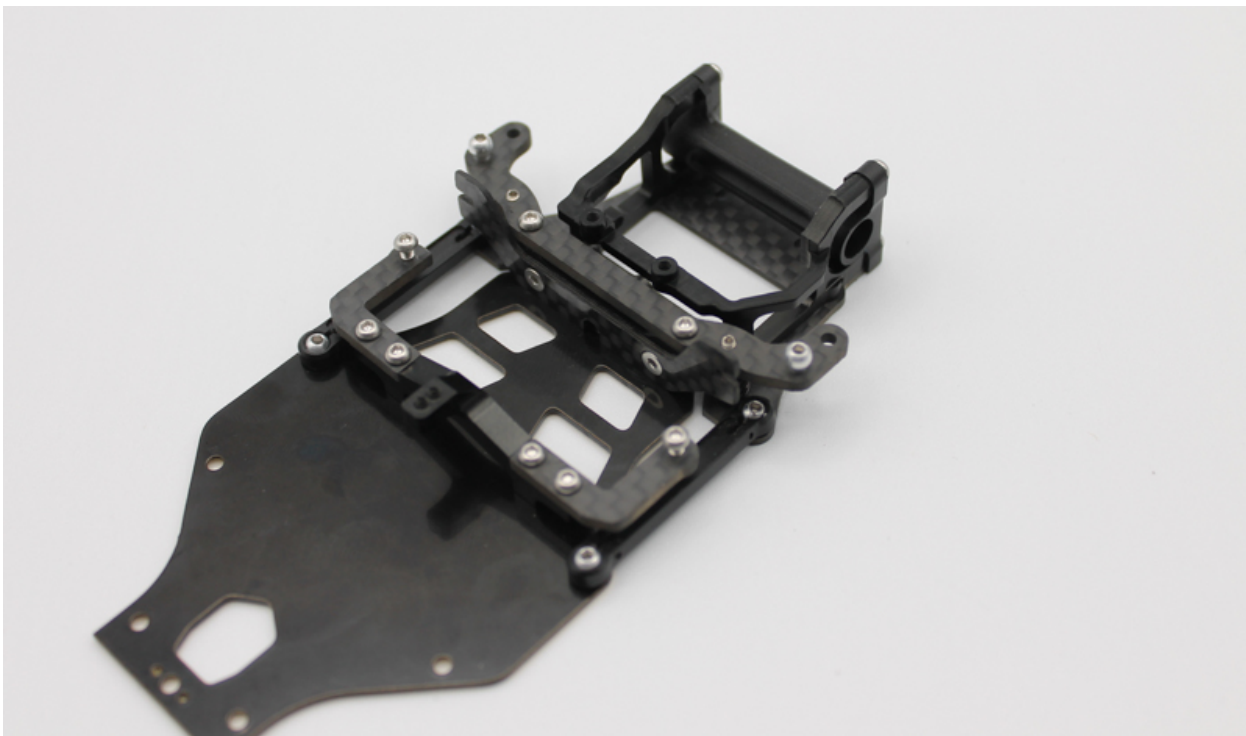
Use loctite on the set screws to keep the perches from moving.



Screw down the perches all the way in.



Install the springs on the perches. Make sure they fully seat.



Now attach the rear tweak brace on the car . Turn each Set screw for droop until the springs are just touching the lower pod. This should be about 1-2 turns.

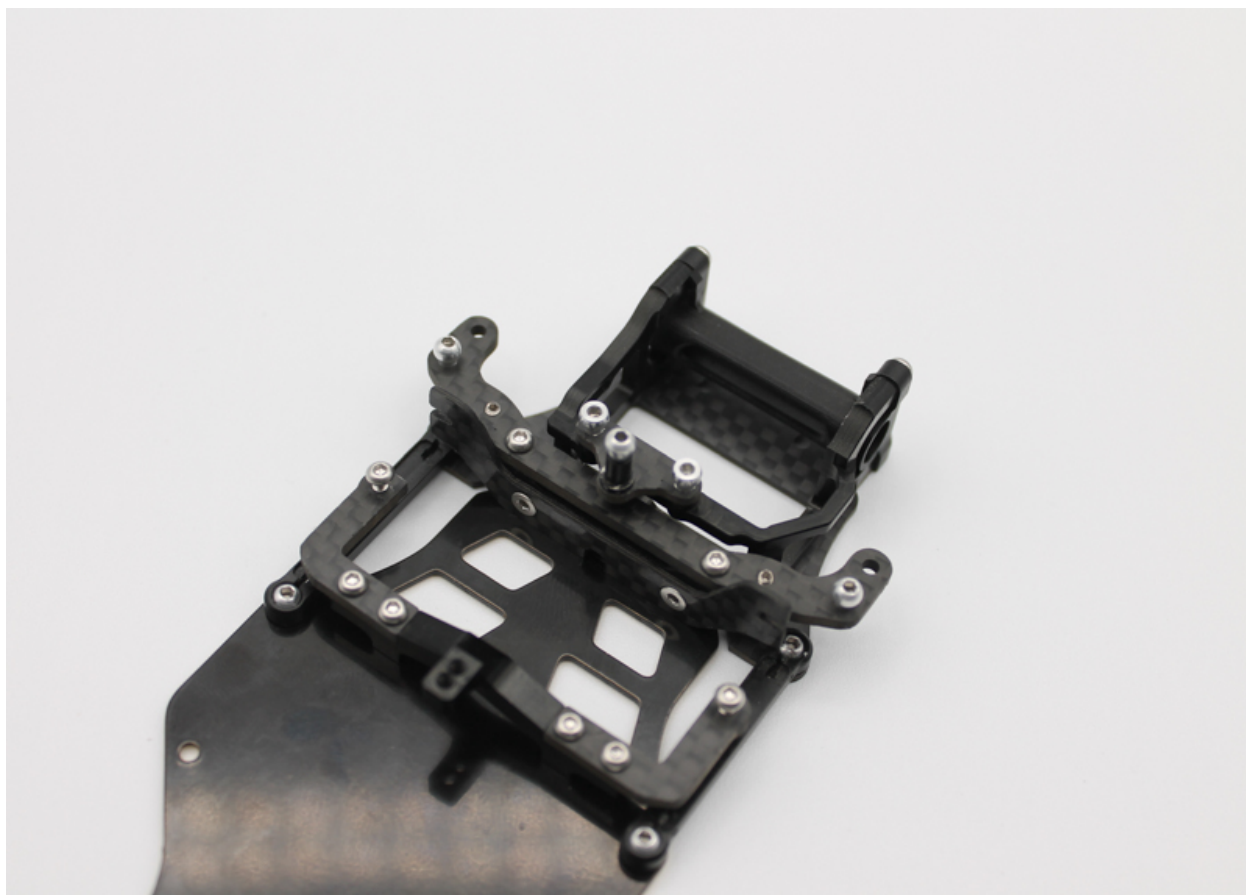


Install the center post with 1mm shim under the rear shock plate.

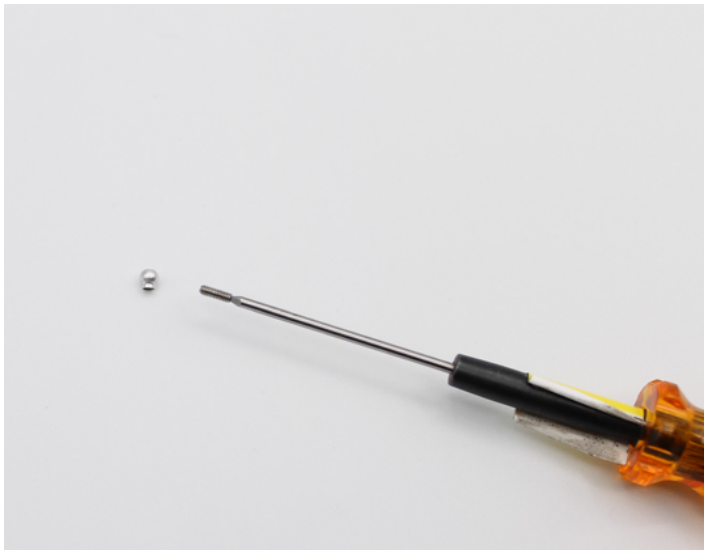




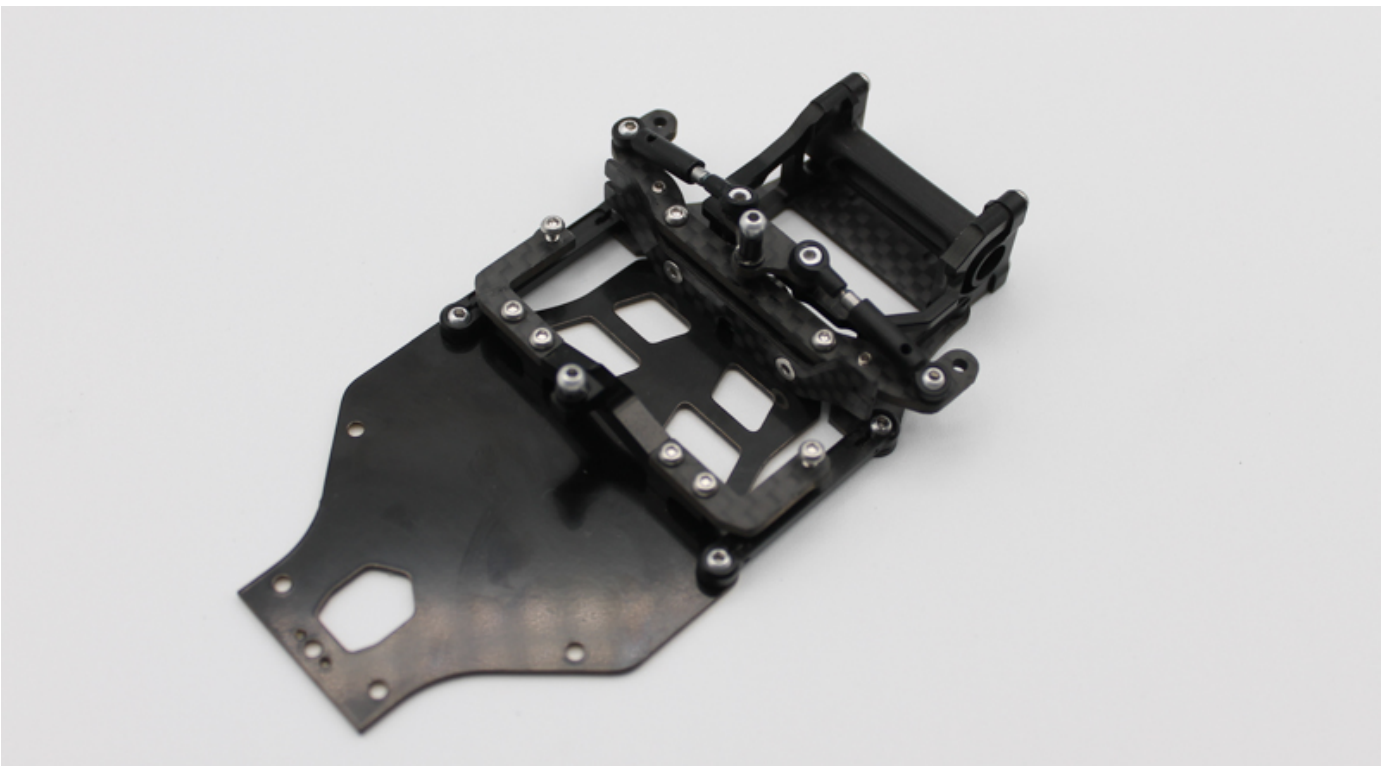
Install an M2x4 Set screw to secure the pivot ball



Install the rear shock plate on the motor mount with 2 of the 3.5mm ball studs

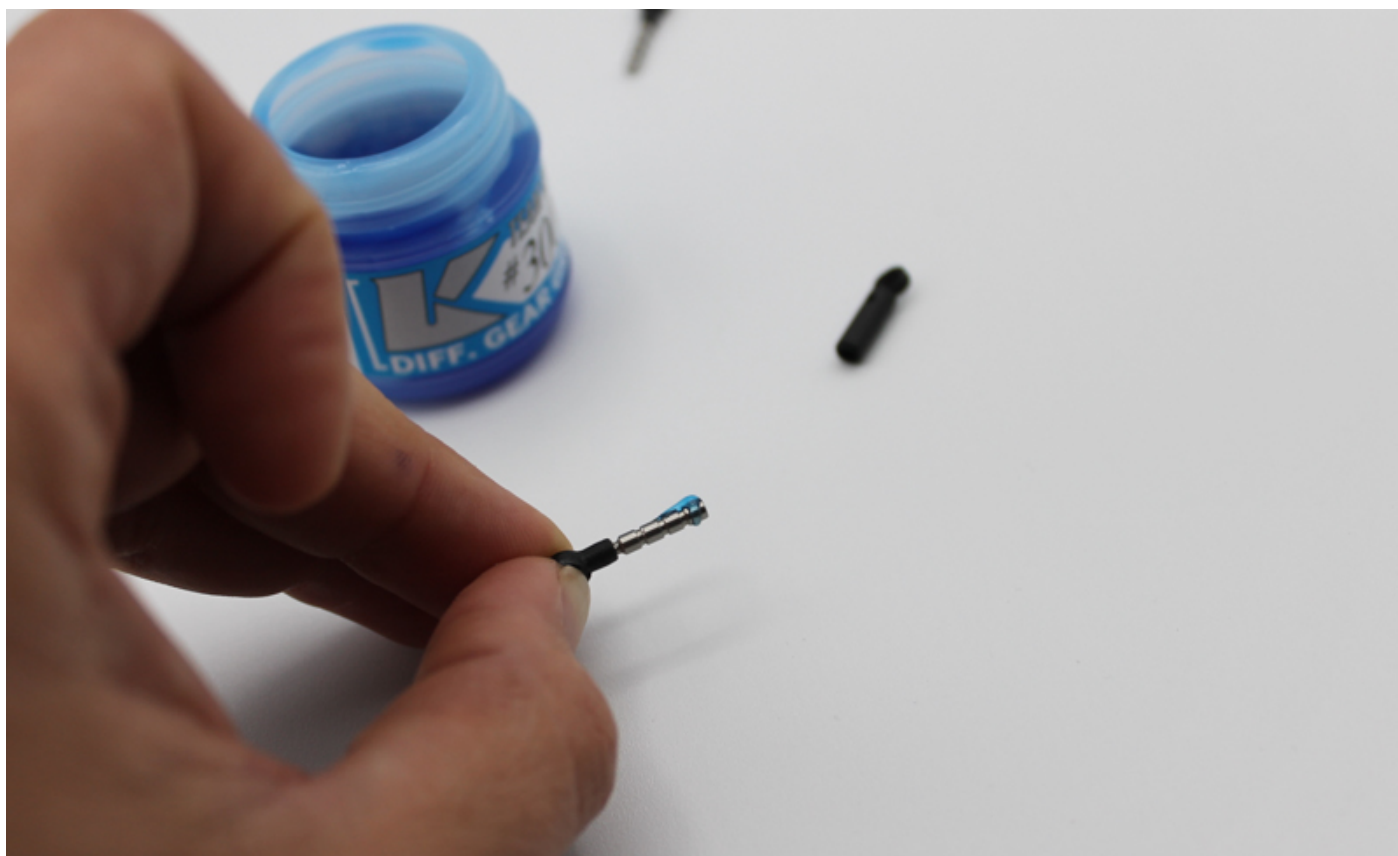


Make a stud with an M2x6 Set Screw and a pivot ball for the front of the center shock. Install with the thick shim provided in the aluminum shock mount.





Install the ball cups on the piston. Sometimes it helps to chamfer the hole slightly to get the thread started easier. We just use a sharp x-acto knife.



Apply a generous amount of grease and work it into the tube.



Install the tubes onto the rear end of the car. We like to do piston on the inside.



For the rear shock, we like to pre-grease the center shaft.





Work the grease into the shock body.



Now thread your adjustment collar



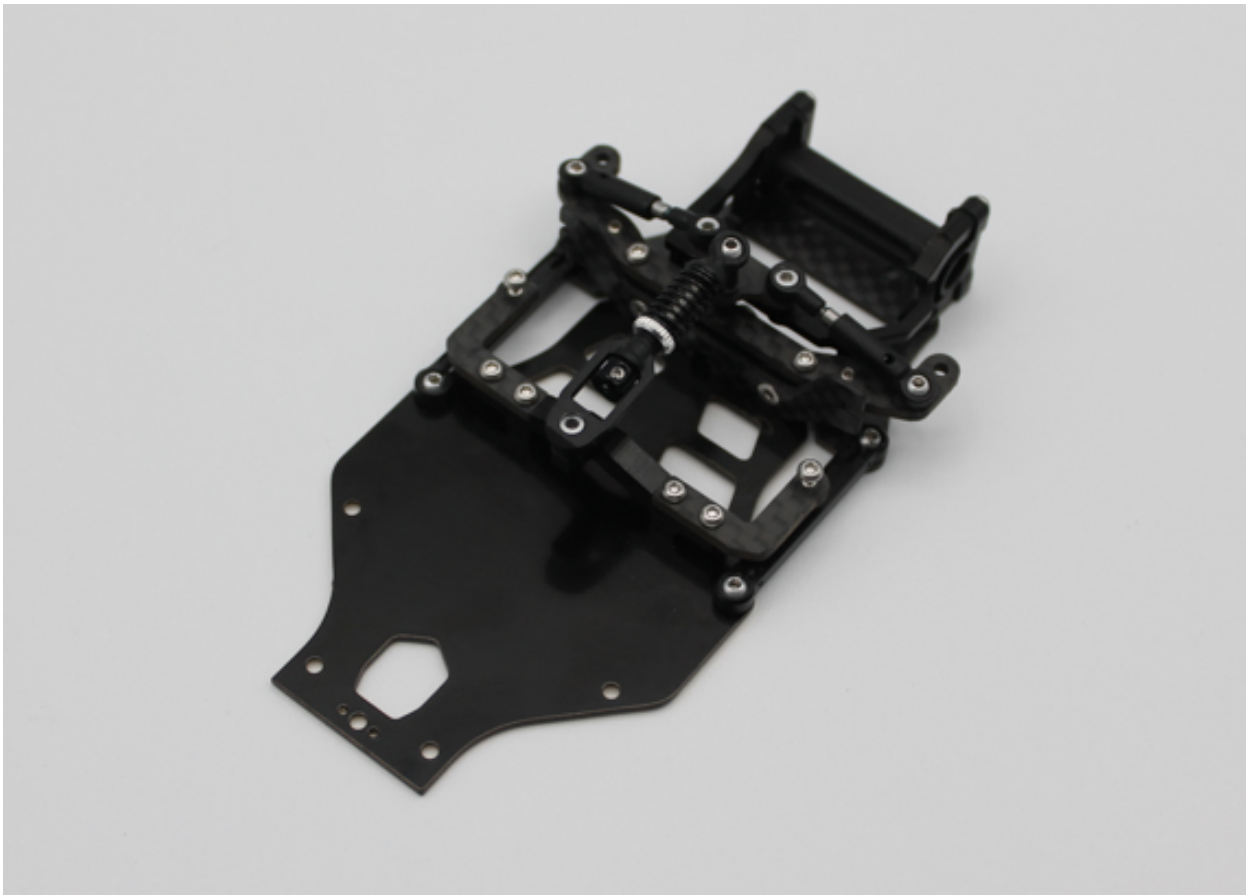
Install the ball but and the droop stop in the shock with the small M2x2 set screw



Slide the spring in place , it could be a bit tight.



Clip the bottom cup in place.



Install your center shock and your rear suspension is done!

FRONT END



The front end is what we believe sets our car apart. This will be a little tougher. In some instances we will require slight fitting.

First we will start by installing the M2x4 set screws for droop adjustment on the bottom arms.





Test fit the arms against the bulkhead. If they are a little bit tight fore and aft, scrape a little bit of the arm with a sharp knife. Delrin is easy to shave with minimal effort.



Install the arms on the bulkhead. Note that the arms pivot inside the bulkhead. So the hinge pin should be tight on the arms.



For the front arms we will have the option of using a CF or Steel Caster spacer (CF pictured here). The Steel one is slightly thinner, but the CG can be sanded easily. Use whichever one fits best.



The upper arms pivot on the arm, so use the provided bit to drill out so that the upper arm moves easy.



Install the upper arm with the hinge pin, flat spot towards the back. Remember to have the dots pointing downwards.





Use 2 more of the provided M2x2 set screws to secure the hinge pin in place through the bulkhead.



Now install your front tower with M2x6 BH Screws. Make sure the hinge pins key in well into the tower.



Build your knuckles with all shims under the lower stud. (1.5mm total)



Pop the ball stud into the arms. We recommend to click on the link above to see how to do this. Chamfering is the best way to go if it is too tight, If you are having to use too much force, Stop, chamfer a little bit more. Failure to do this can create a fissure in the delrin.



If the sockets are tight, squeeze with a pair of pliers **CAREFULLY**. Alternately, you can also choose to polish the pivot balls with some metal polish. These are made of 7075 aluminum and polish up nicely.



Install the Ball studs for the front shocks next. Start in the middle up top. Also install the small screws to tighten the pivot sockets in this step. Always install the screws, even if not tightening. This helps take up the gaps and actually makes the arm stronger.



Make some short ball studs with M2x4 set screws and some pivot balls.

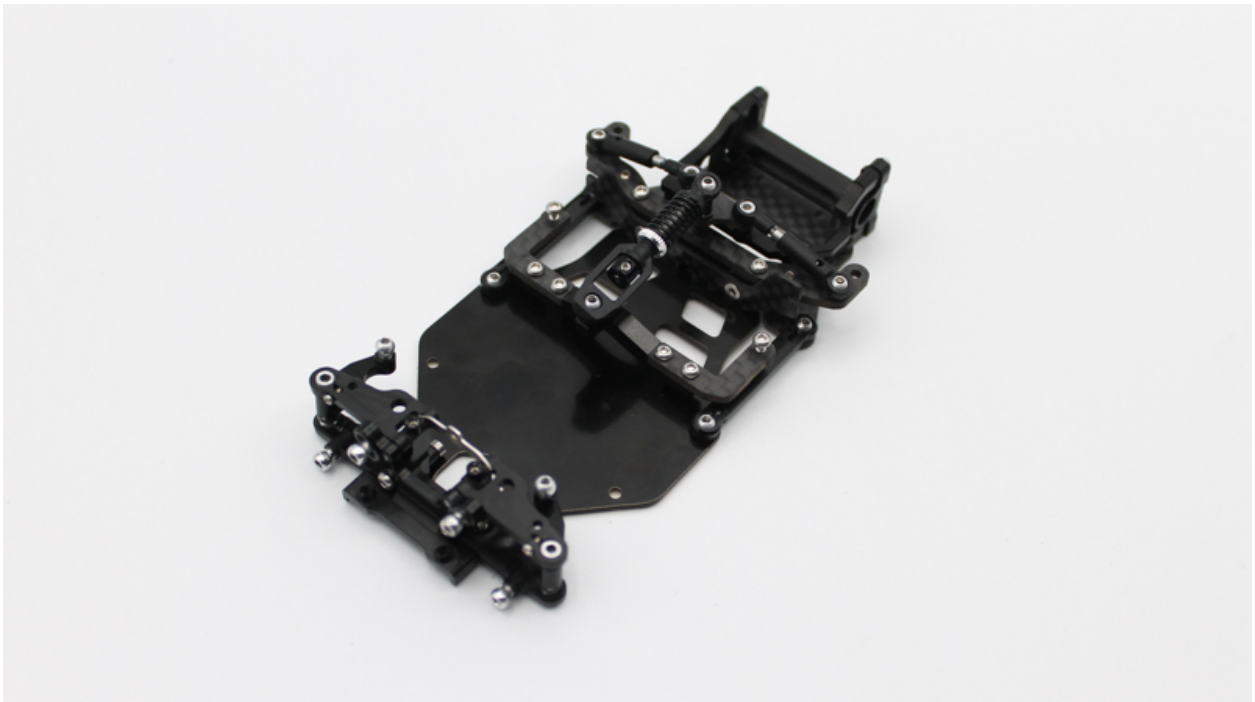




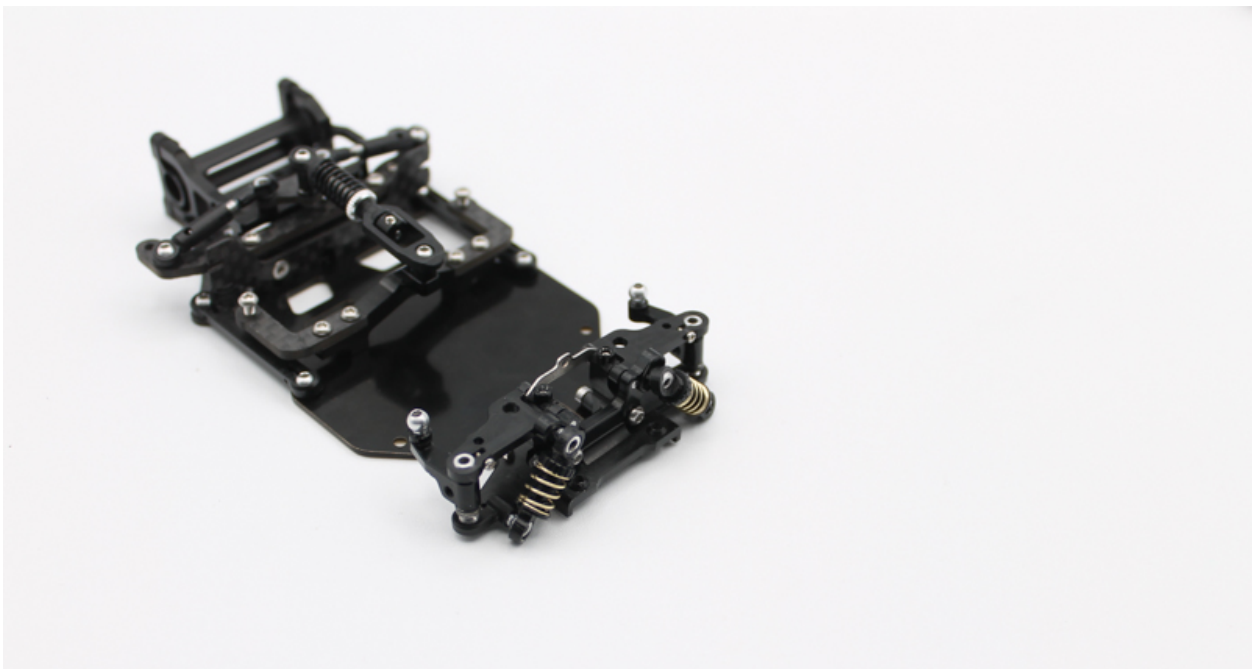
For the front shocks we like to add a little bit of grease to the threads and/or our adjustment collar. This prevents them from losing adjustment.



Grease the front shock piston and work it in. NOTE: The shocks are designed to limit up travel in stock configuration. They are meant to be used with small front tires (21.6mm and under). If you want more up travel, cut one of the segments off from the piston.



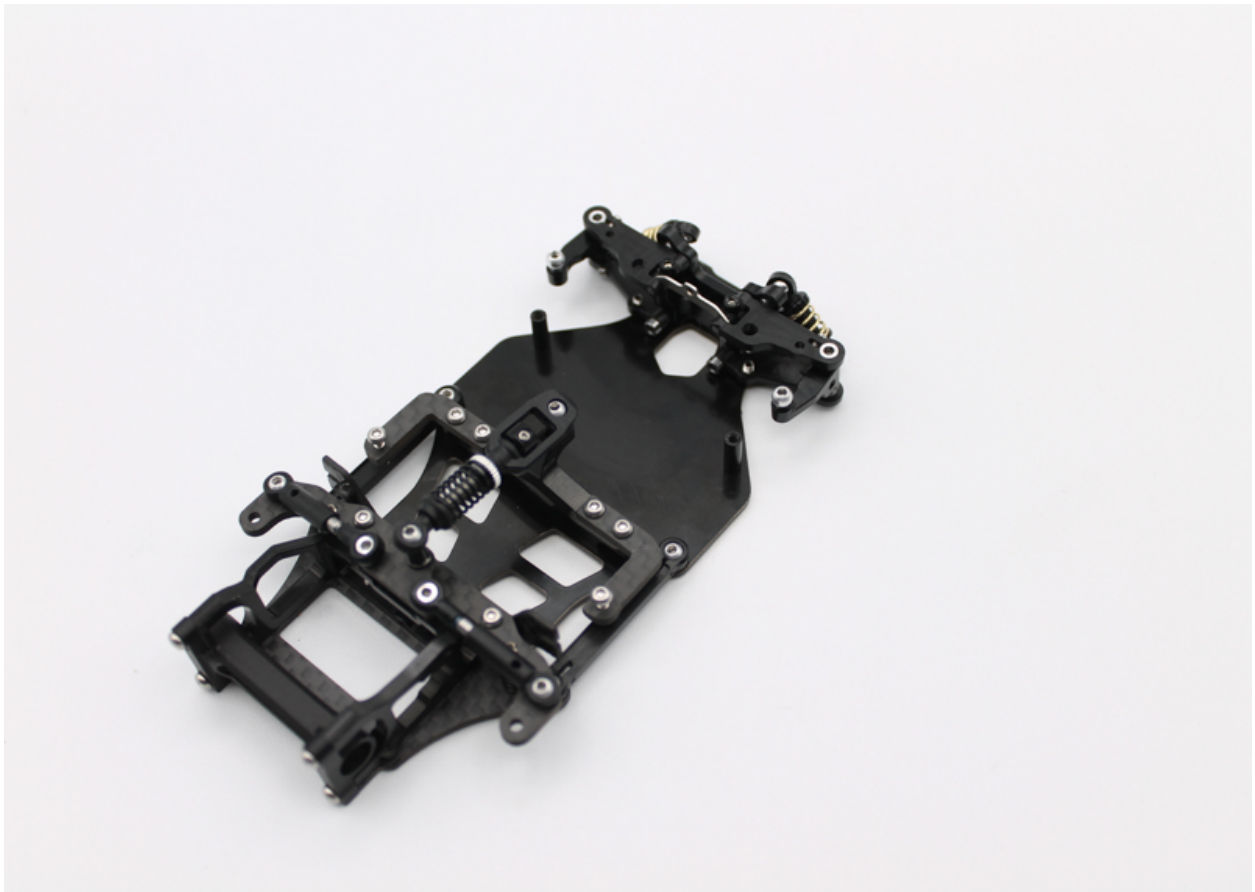
Install the front end on the chassis with some M2x4 CS screws.



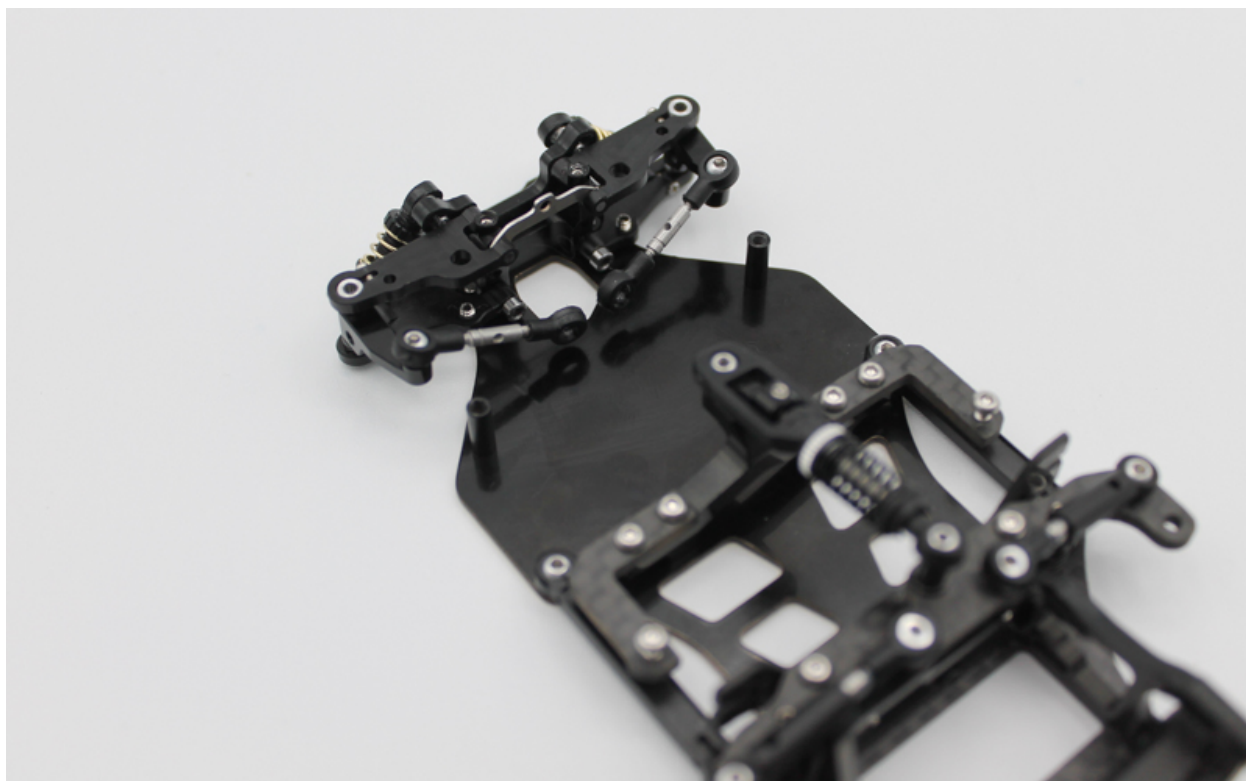
Now pop your shocks into place.



Build your turnbuckles with the provided cups. Once again if you need to chamfer the opening of the cups, do so to get started.



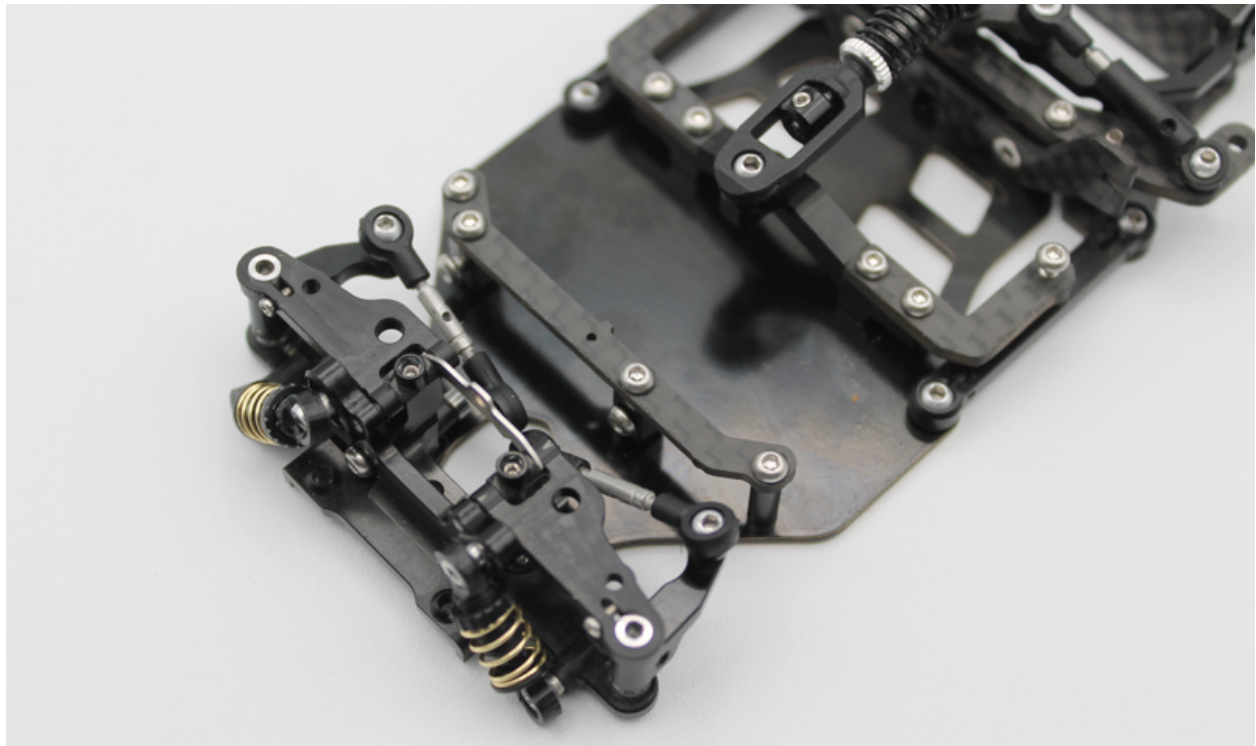
Now install the long threaded posts on the chassis.



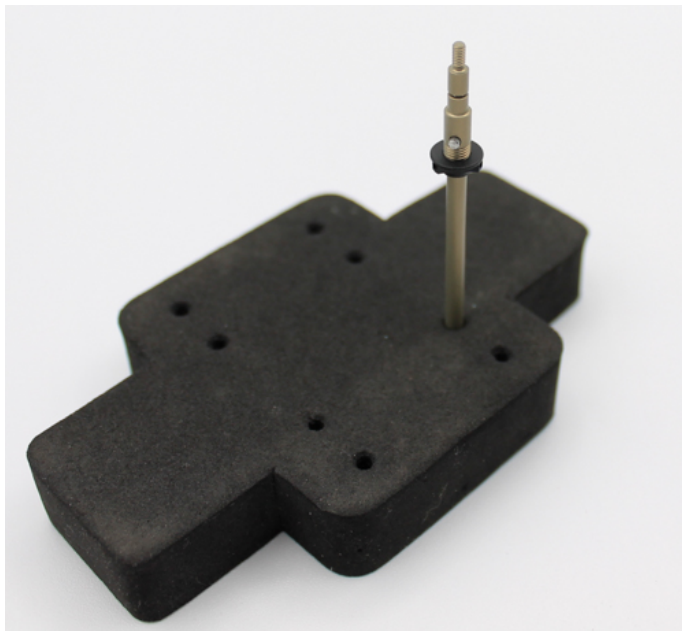
Pop your turnbuckles into the knuckle balls. We suggest having the machined ring facing the same side on the car to make toe adjustment easier.



Build 2 more studs with the M2x4 set screws and 3.5mm Pivot Balls. Install on the servo arm facing rearward.







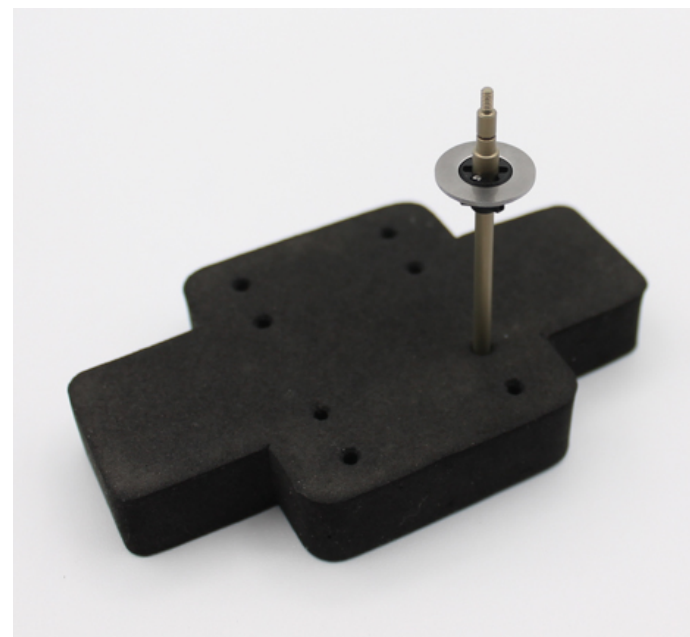
Thread the Adjuster



Install the O Ring

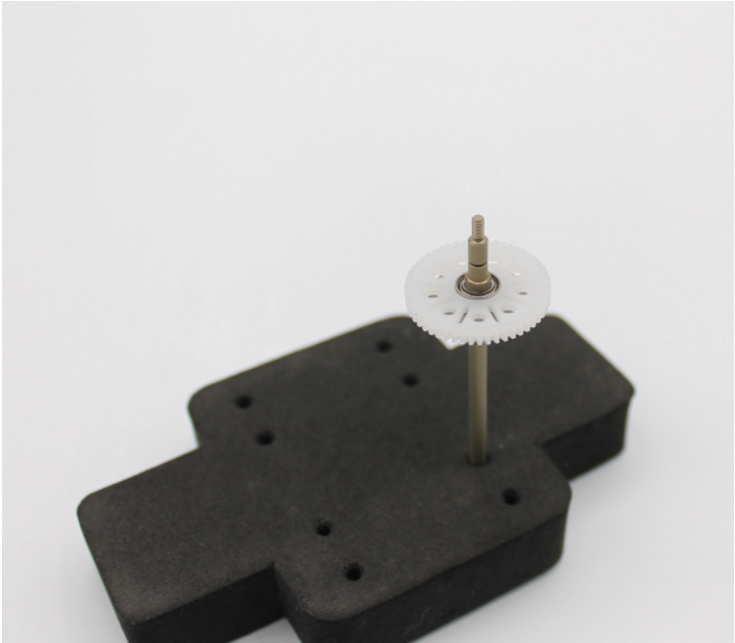


Install Inside Pressure Plate



Diff Ring. We like to glue in place with some CA Glue.

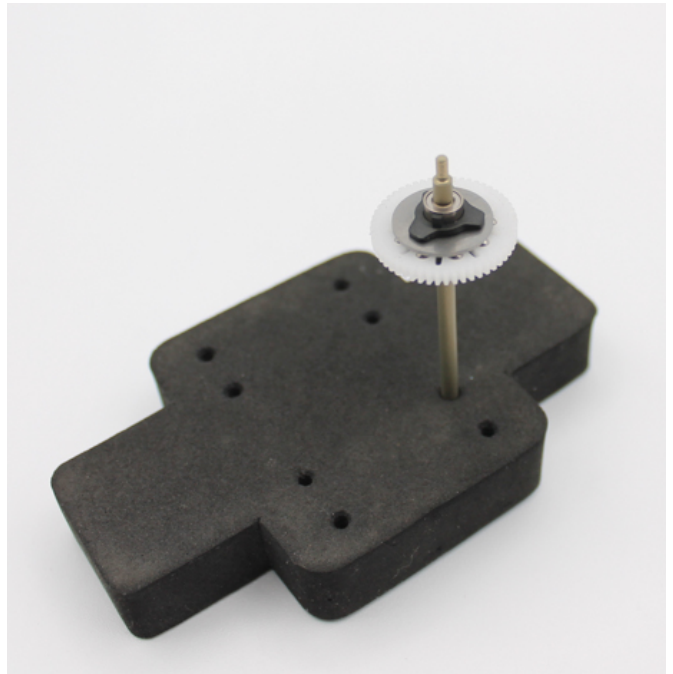
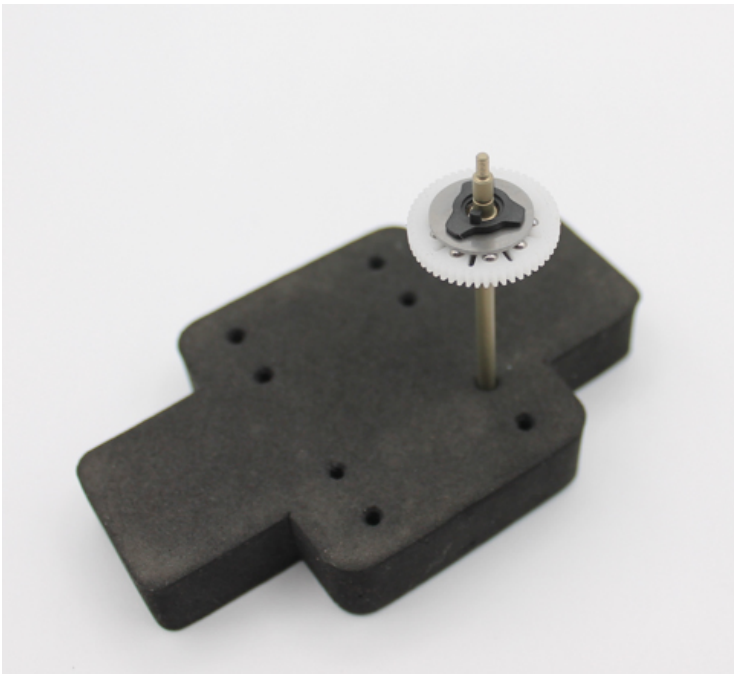
(Some find that sanding the inside pressure plate slightly, just enough to remove the anodizing, allows to tighten the diff a little bit more to get more forward drive. Important for modified!)



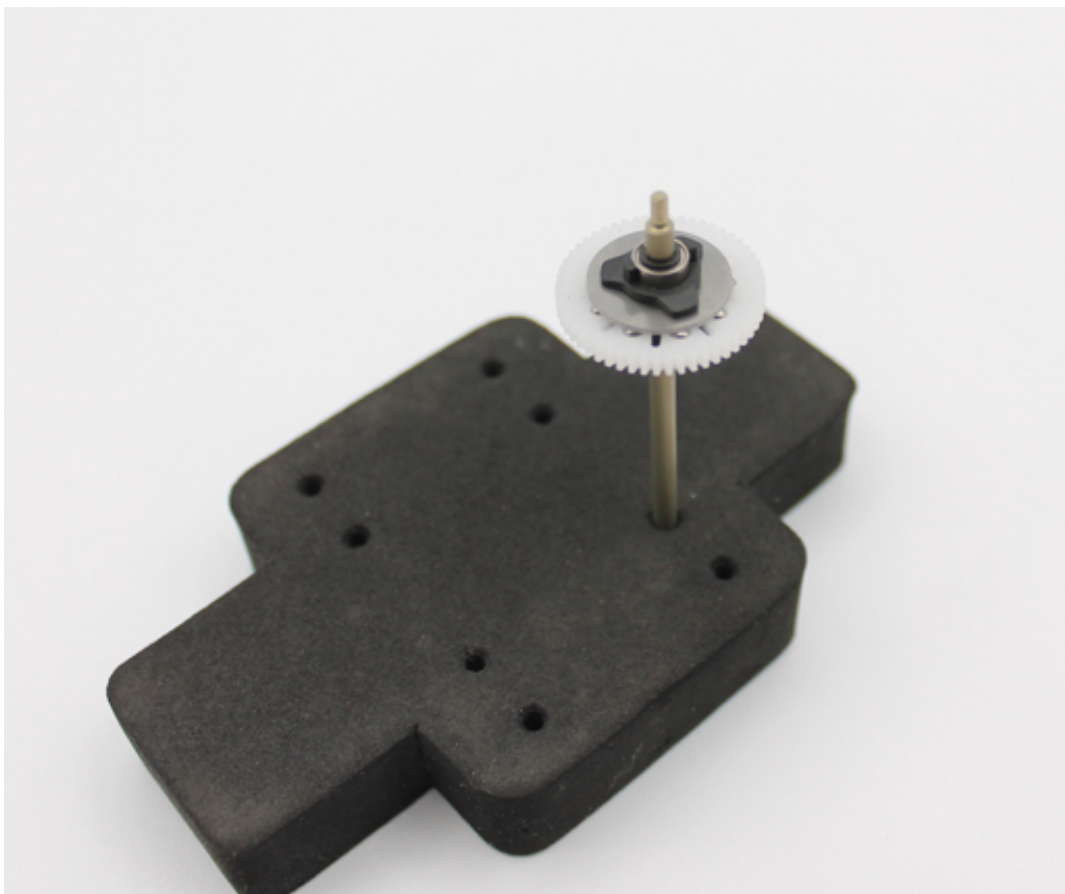
Spur and Bearing



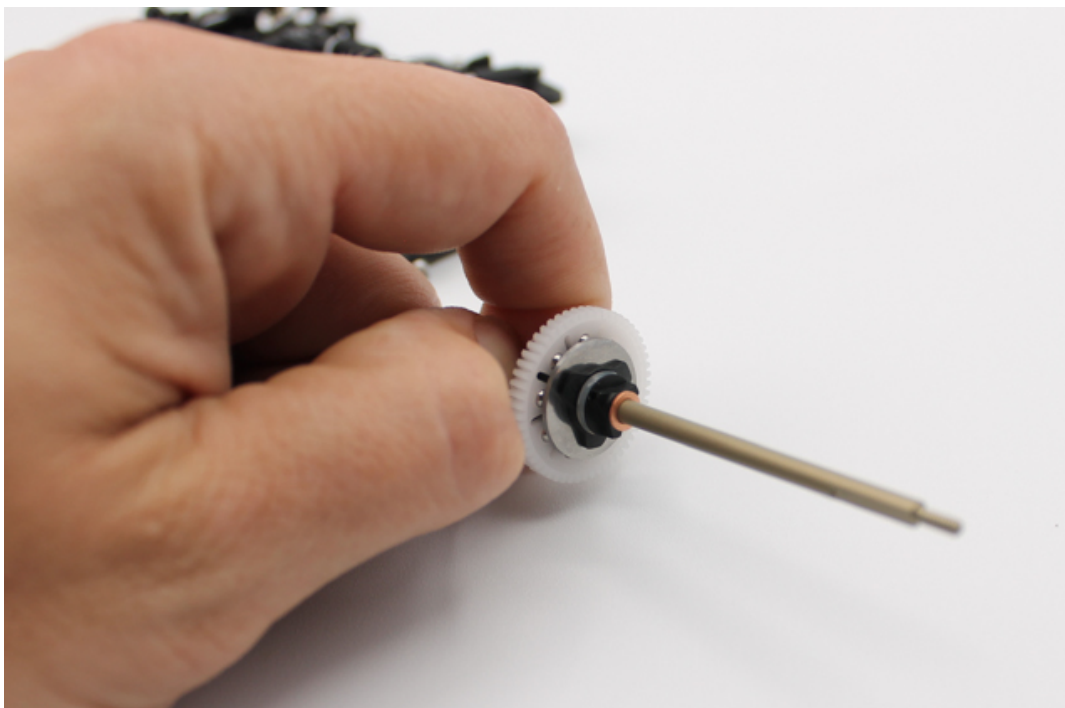
Install 9 Diff Balls



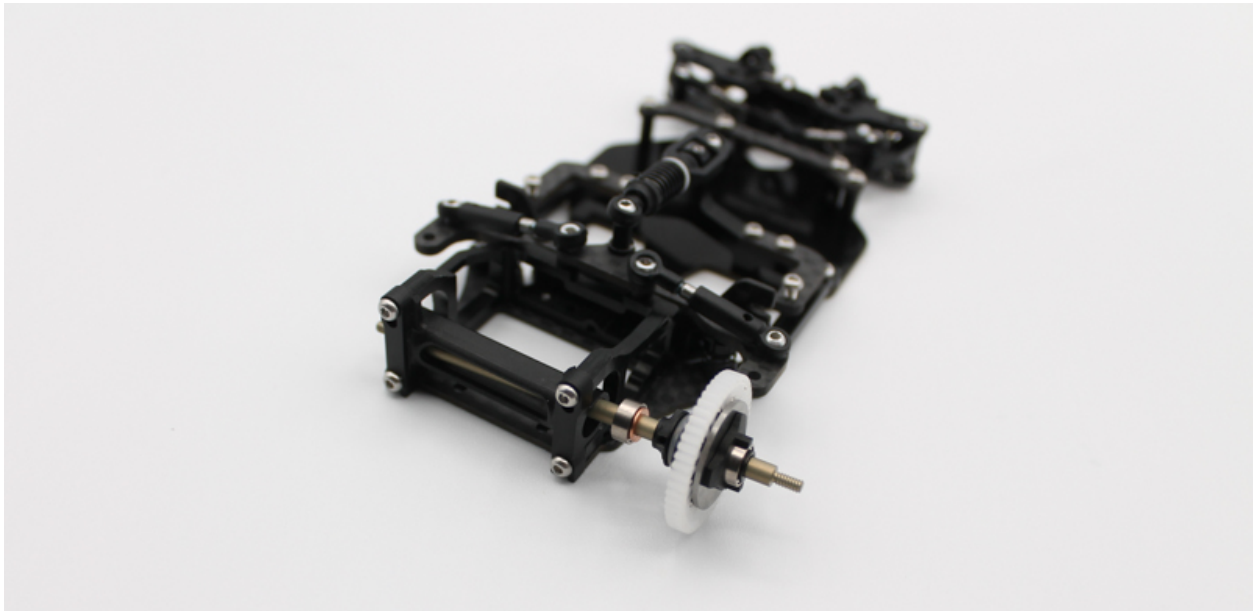
Now install the outer pressure plate and ring with some glue. Then slide the bearing over the top.



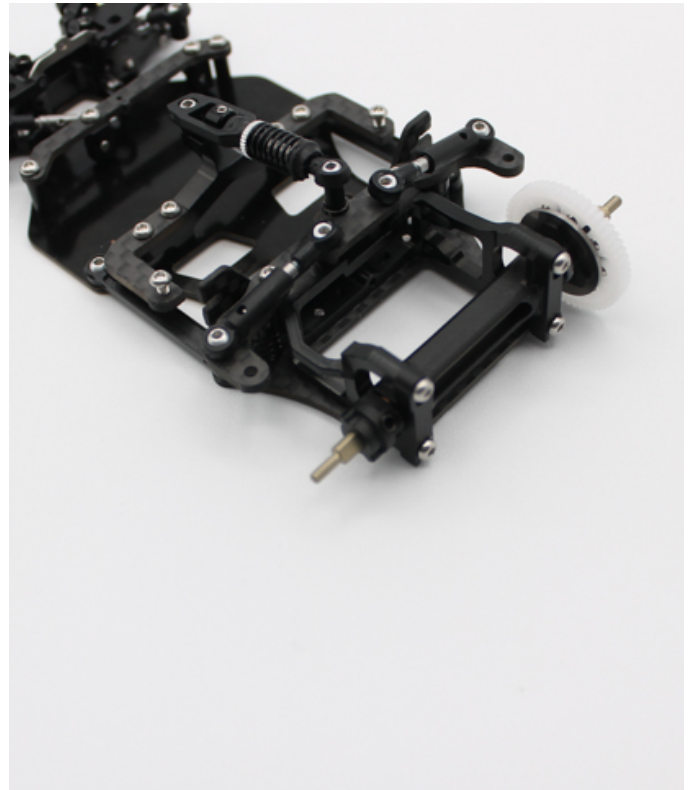
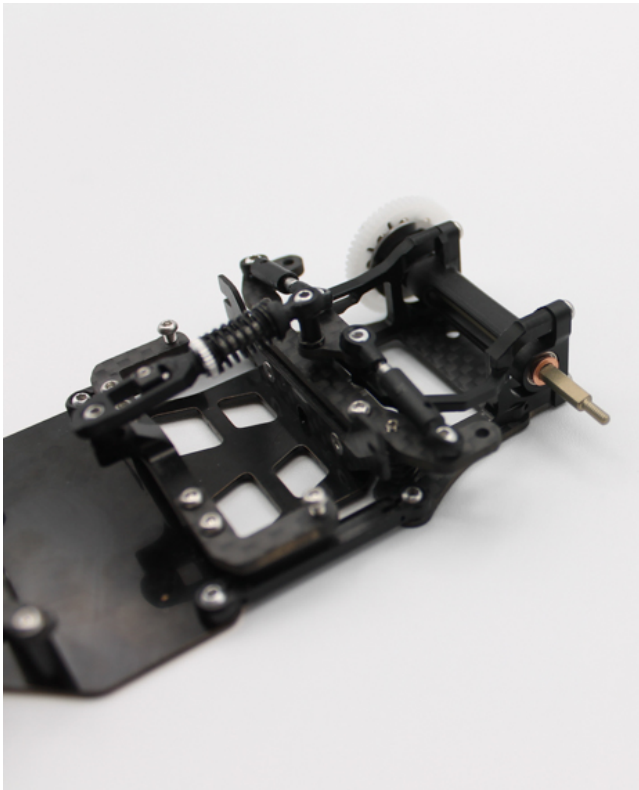
Secure everything with the E Clip. Once you complete the diff build, You can lubricate the balls with some bearing oil such as Avid RC's Slip Bearing oil.



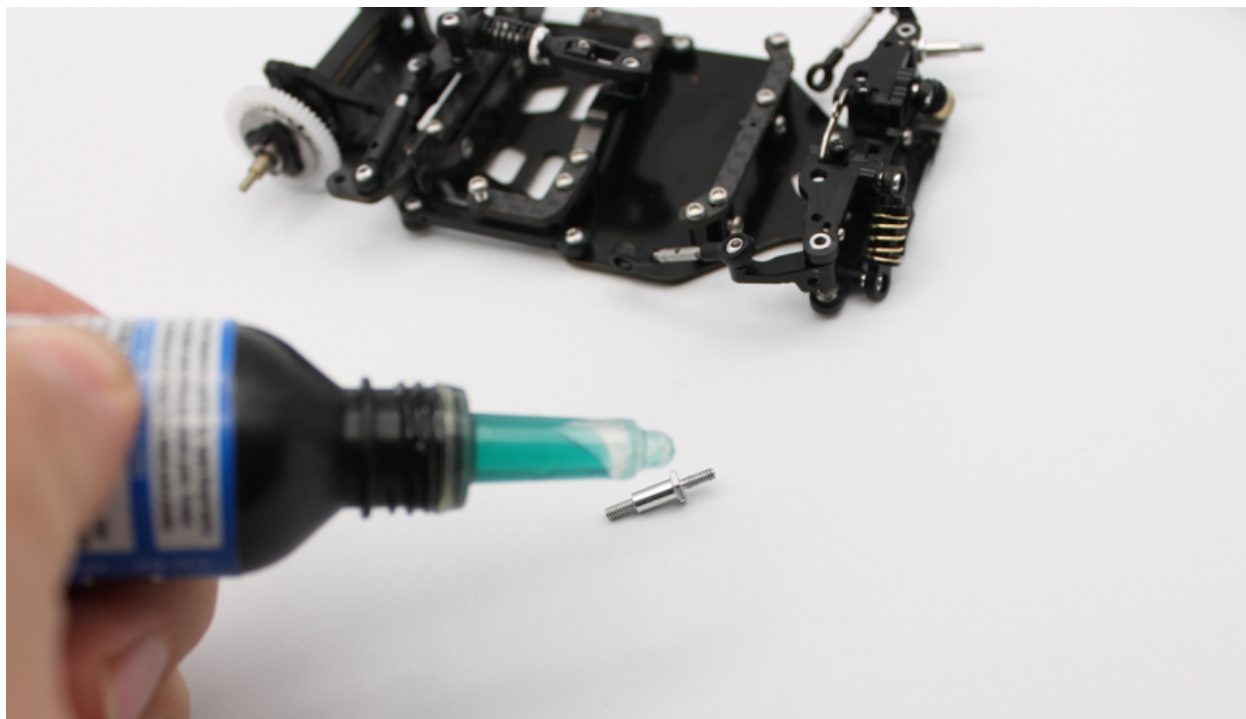
Slide the M3 washer on the shaft.



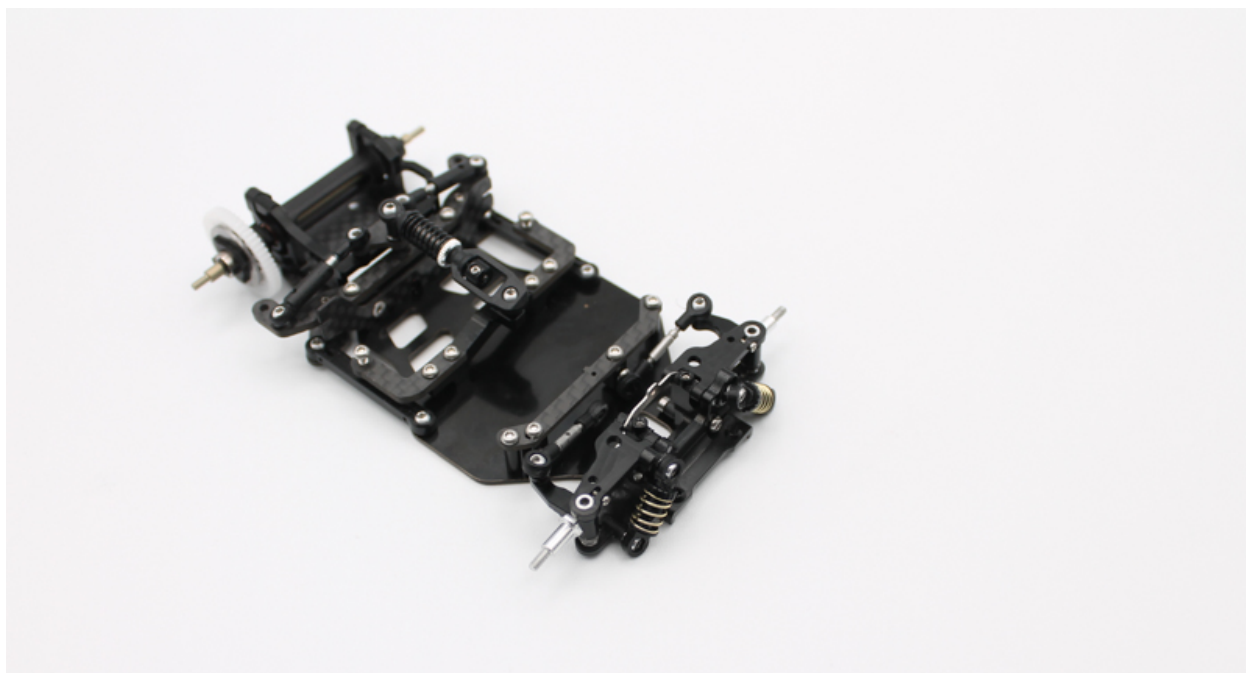
Slide into the axle carrier along with a bearing. We suggest using a tiny drop of CA on the outer race to secure in place. This will virtually eliminate all slop from the bearing installation.

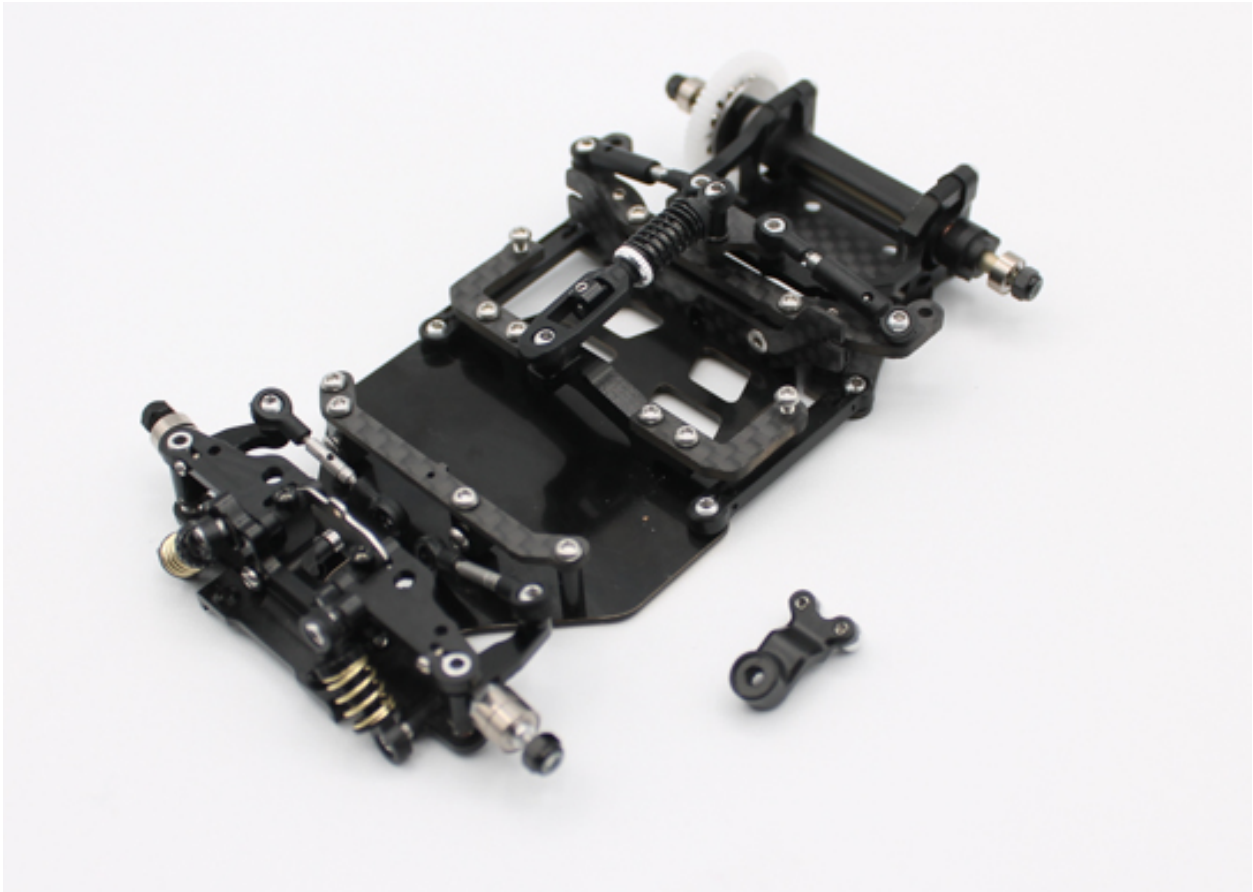


Install a shim on the outside as well. Then install the left hub with the Provide M3 Set Screw.

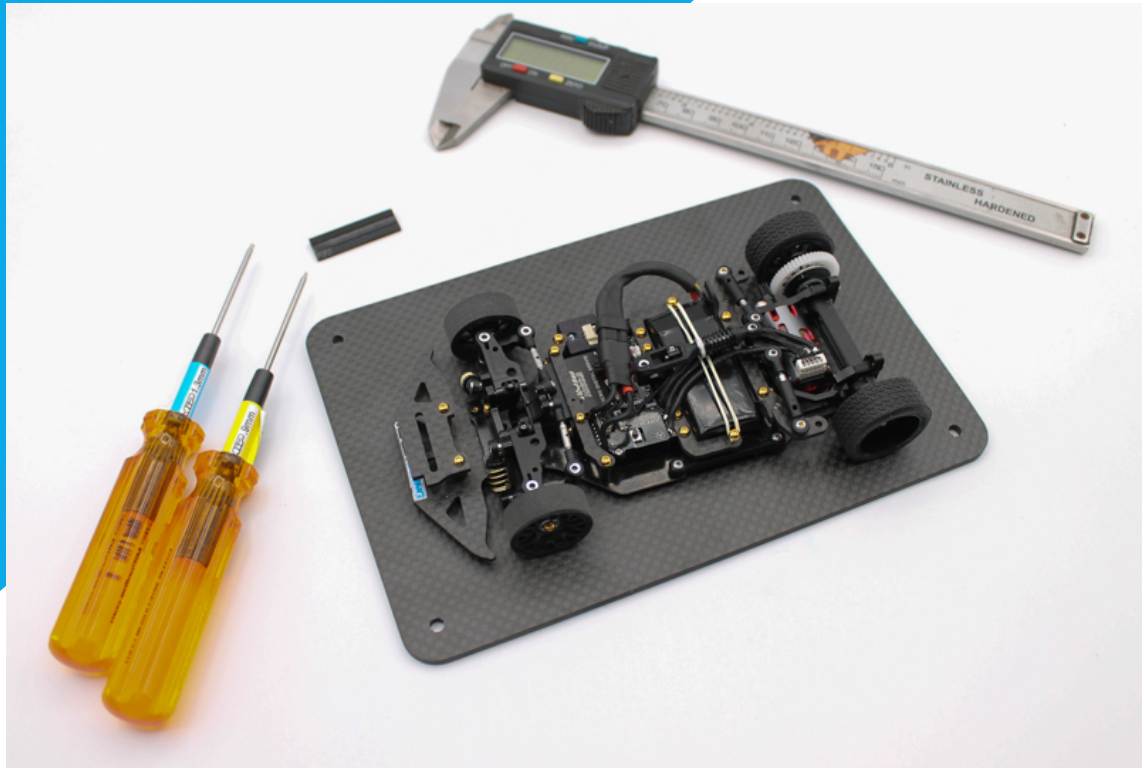


Thread the front axles on the front knuckles. We suggest using a slight bit of Loctite here to prevent them from backing off.

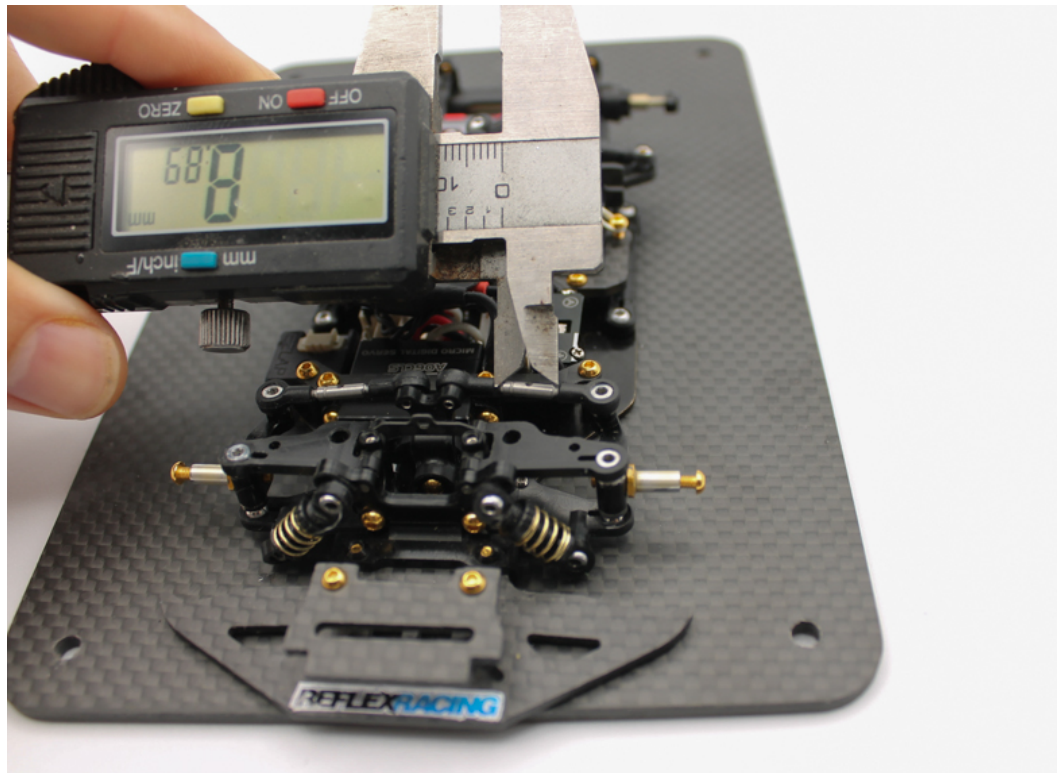


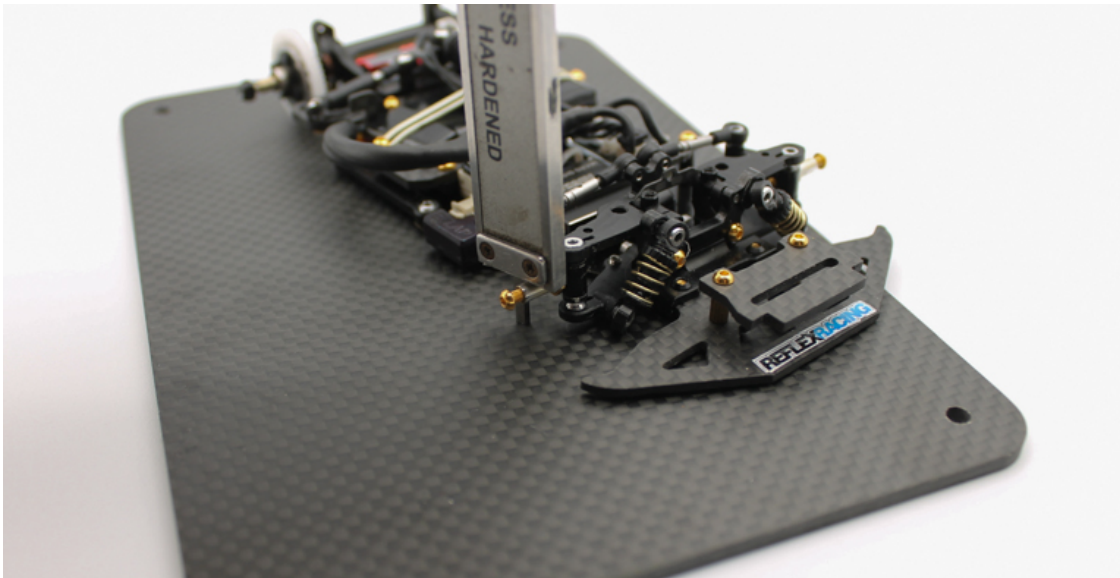


SETTING UP

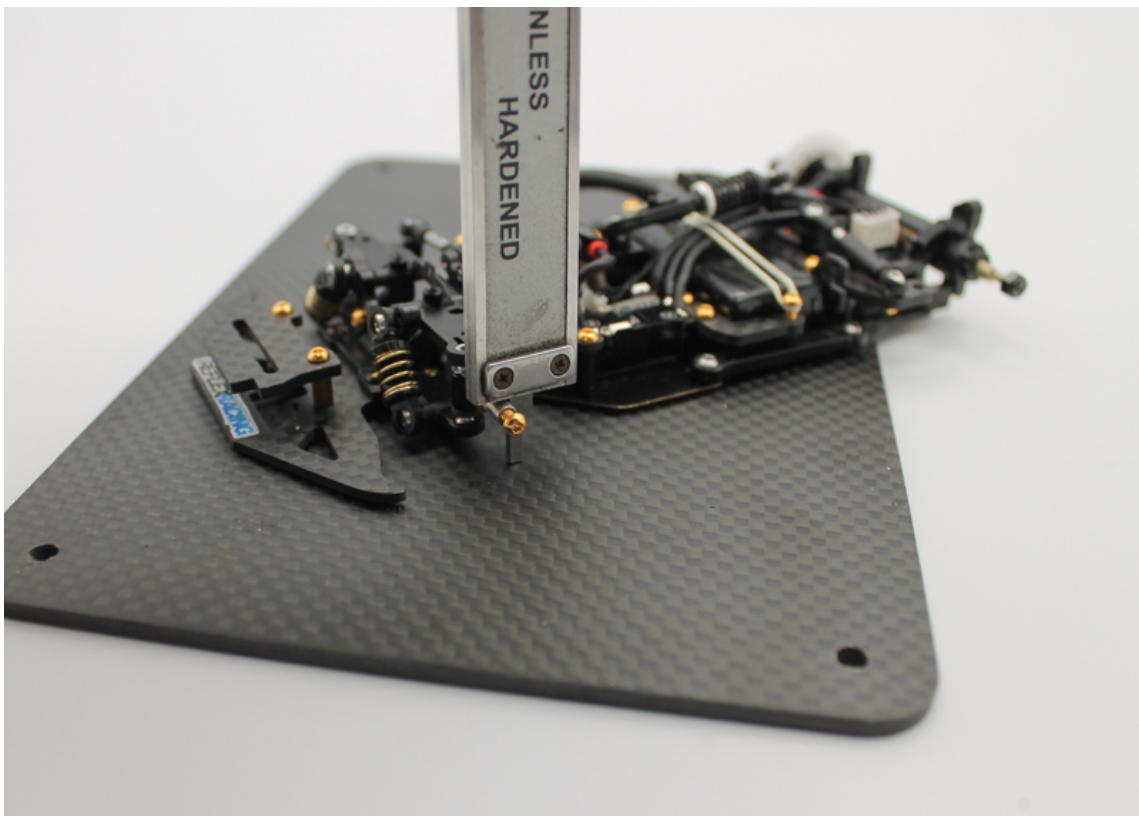


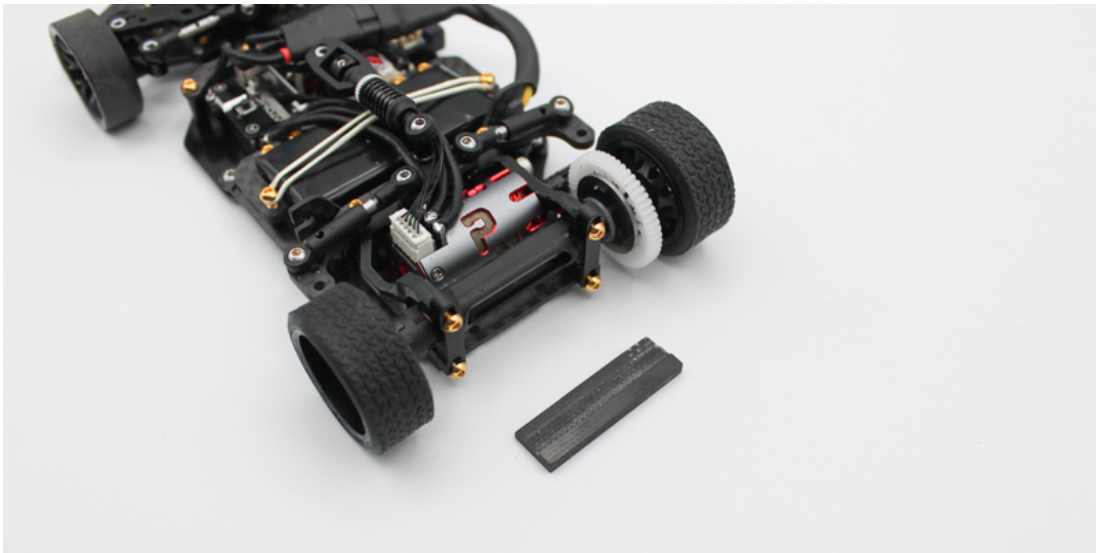
Set your turnbuckle length from cup to cup at 8.9mm.



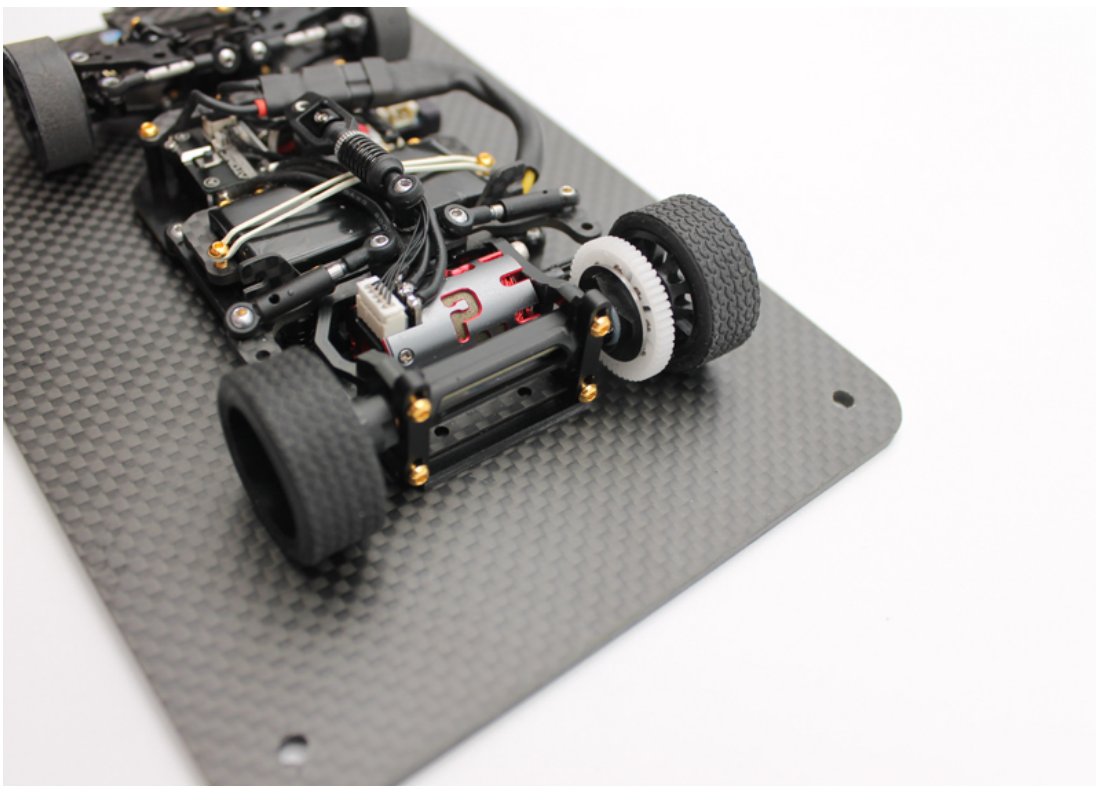


Measure above your axle with some calipers at 9.5mm. This is a good starting spot for droop when running 2mm of ride height in the front.

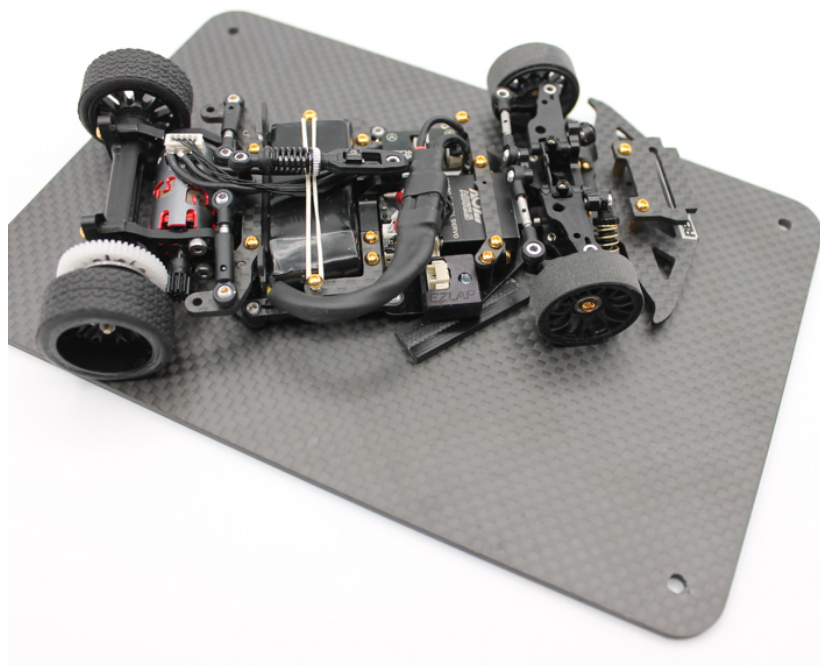
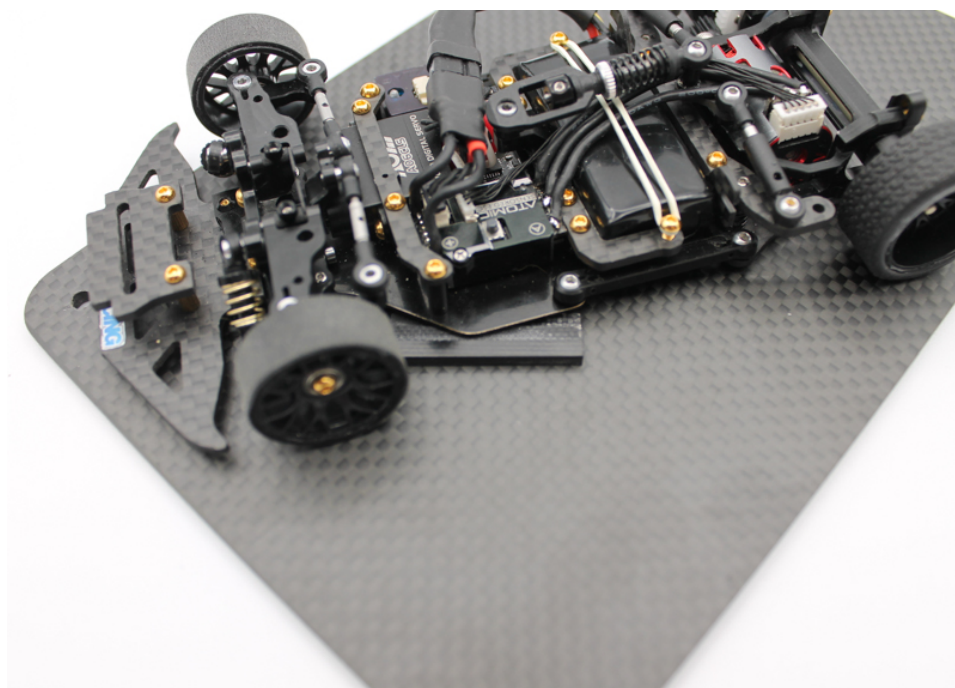




Set your rear axle height with the provided ride height gauge. Use the middle Position to achieve 2.0mm. To set, loosen the 4 screws, slide the gauge under and make sure the carrier seats in place and tighten again.



To set front Ride Height we measure the corners of the chassis. We use 2.0mm all around as well.



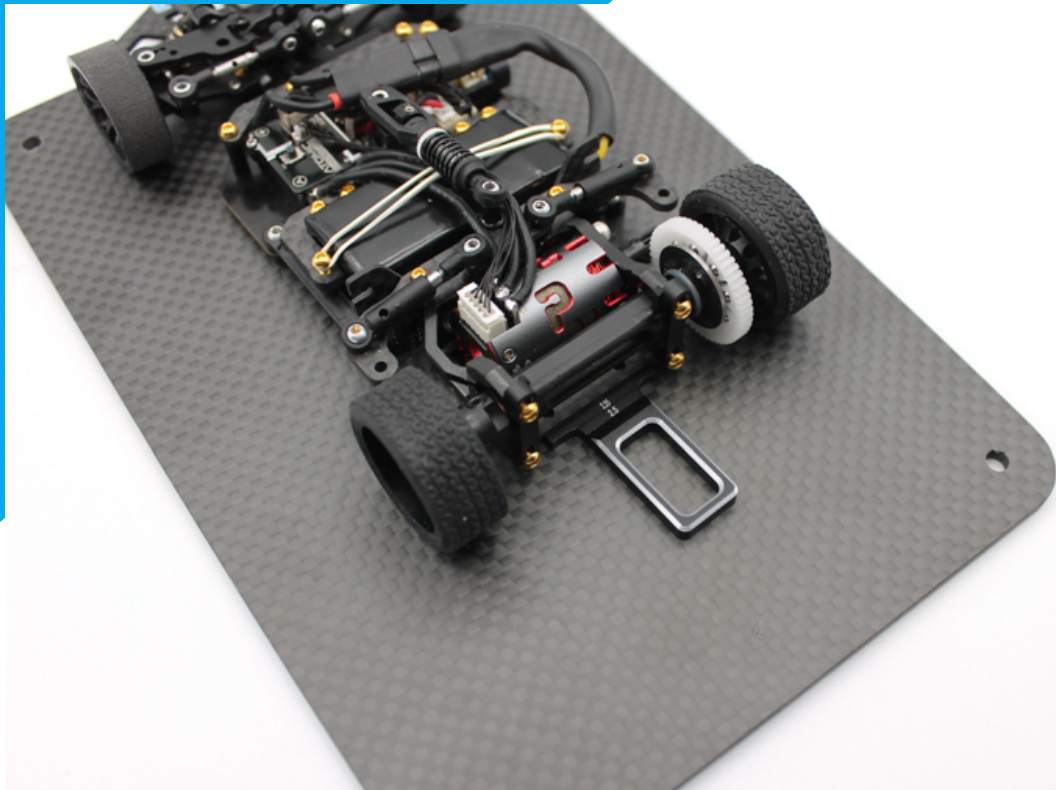
On our Starting Set Up we like using a +0 offset wheel in the front and a +3 in the rear. Recommended tires are Marka 5 Degree Radials or Slicks for the rear and PN Racing KS1038 cut to 22.5mm in the front.

Mounting Plastic Bodies takes a slightly different position on the side clips. Please notate the image below.

The clips should be mounted forward compared to traditional cars. Just simply mount on the other side of the ridge to get the position correct.



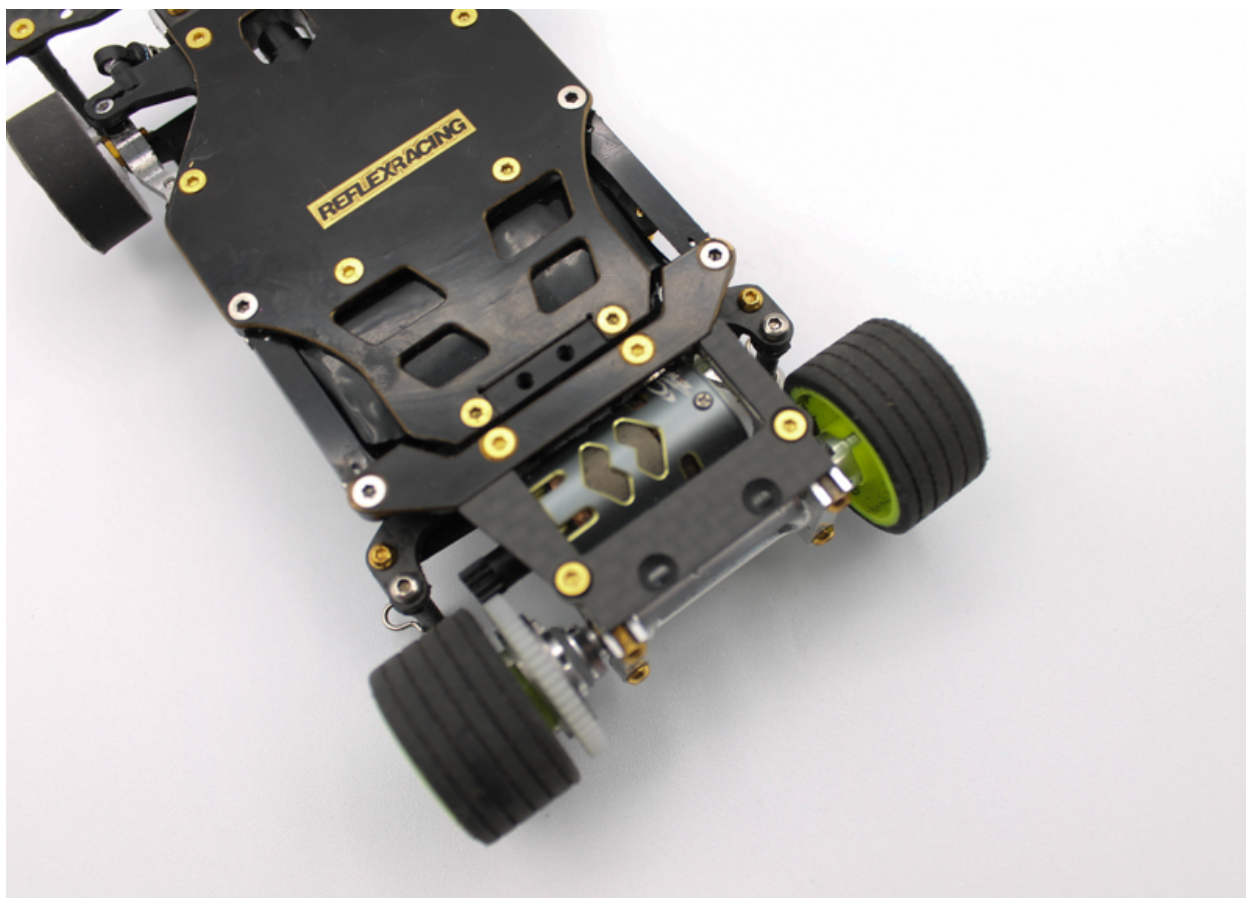
OPTIONS



Optional Fine adjustment Ride Height Gauge.

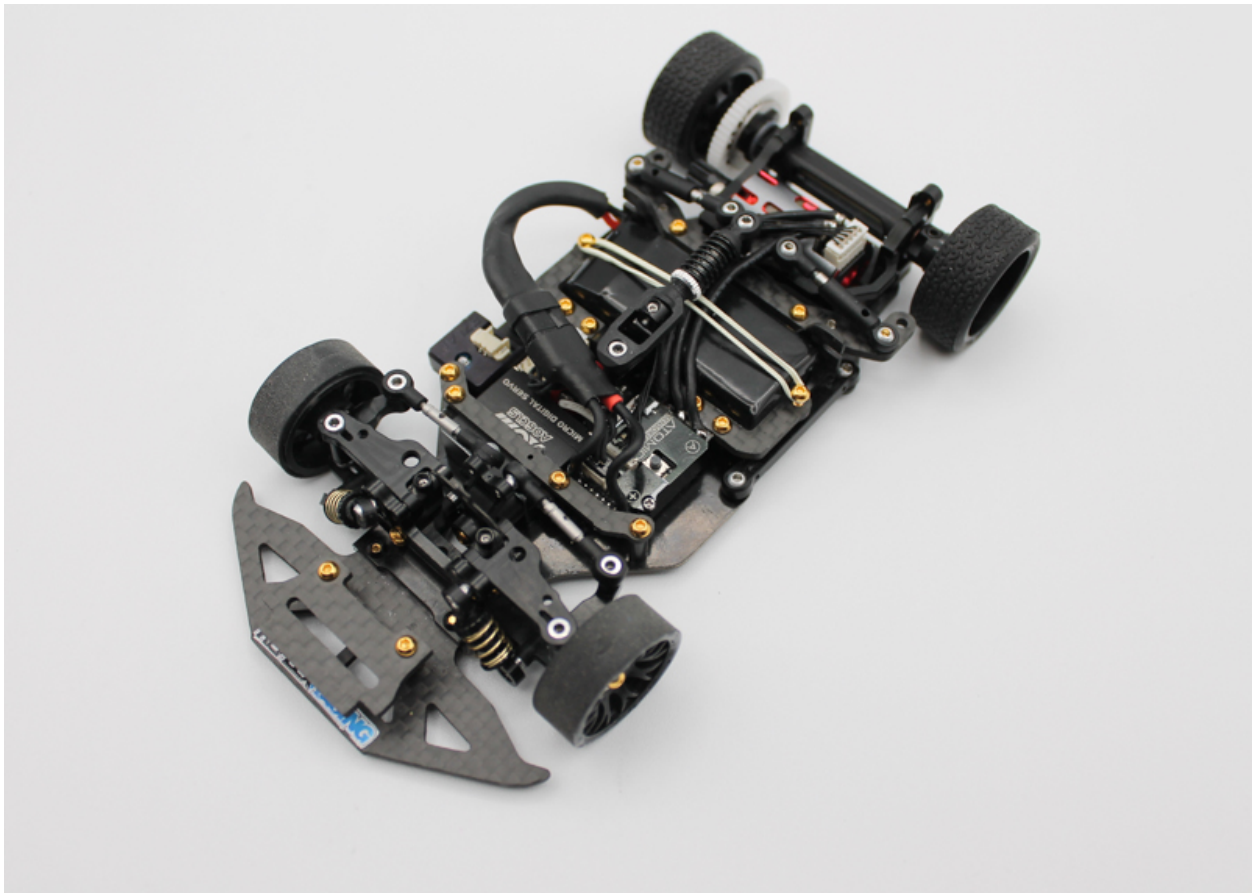


Optional Brass and Carbon Fiber Lower Pod





Optional Gold Screw Kit





Option Center Springs



Option Front Springs



Option Side Springs

